

PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY,

1898.

*(Ordered by the Port Sanitary Authority to be printed,
January 9th, 1899.)*

SALFORD:

W. F. JACKSON AND SONS, PRINTERS, MANOR WORKS.



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CONTENTS.

Map of Port, showing Limits of Jurisdiction of Manchester Port Sanitary Authority, and position of Isolation Hospitals.....	<i>Frontispiece.</i>
Maps showing Sanitary Authorities abutting on the Port	do.
Members of Port Sanitary Authority	PAGE. 6
Definition of Port and Limits of Jurisdiction of Authority	7
List of Sanitary Authorities abutting on the Ship Canal	8
Population working on the Ship Canal, &c.	9
Sanitary Inspection of Ships	10
Tables and particulars of Inspections	12
Cattle Ships.....	16
Sickness	21
Measures taken to prevent the introduction and spread of Infectious Diseases.....	29
Some defects in the legal powers of Port Sanitary Authorities.....	33

APPENDICES.

Regulations made by Port Sanitary Authority	39
Order of Local Government Board regarding Cholera, Yellow Fever and Plague	43
Shipping inwards to the Port of Manchester	60

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(Ordered by the Port Sanitary Authority to be printed, January 9th, 1899.)

To the Chairman and Members of
THE MANCHESTER PORT SANITARY AUTHORITY.

GENTLEMEN,

I beg to present to you the Report of work done during the year 1898, from January 1st to December 31st, compiled in accordance with the directions of the Local Government Board.

I have the honour to be, Gentlemen,

Yours obediently,

J. H. CROCKER, M.D., D.P.H.,

Medical Officer of Health for the Port.

ECCLES,

January, 1899.

THE MANCHESTER PORT SANITARY AUTHORITY.

The Authority was constituted by an Order of the Local Government Board, dated the 4th day of September, 1896. The Order came into operation on the 1st day of December, 1896, and will remain in force until the 31st day of March, 1899, unless before that date the Local Government Board "otherwise prescribe."

1898-9.

Members elected by the City of Manchester :—

Alderman WALTON SMITH, *Chairman*.
 * „ SOUTHERN.
 „ J. RICHARDS.
 Councillor A. G. COPELAND.

* Alderman Southern has been succeeded by Councillor W. T. Bax.

Members elected by the County Borough of Salford :—

Alderman B. ROBINSON.
 „ W. ROBINSON.
 Councillor HUDDART, *Deputy-Chairman*.
 * „ PHILLIPS.

* Councillor Phillips has been succeeded by Councillor Stephens.

Member elected by the Urban Sanitary Authority of Stretford :—

Councillor THOS. ROBINSON.

Officers of the Authority :—

Clerk—ARTHUR HOLMES, Solicitor, Bexley Square, Salford.

Medical Officer of Health—J. H. CROCKER, M.D., D.P.H.,
 42, Wellington Road, Eccles.

Sanitary Inspector—HY. ATKINSON, 81, New Park Road,
 Salford (near Salford Docks).

DEFINITION OF THE PORT.

On the 1st day of January, 1894, the Lords Commissioners of Her Majesty's Treasury, under the Customs Consolidation Act of 1876, constituted the Port of Manchester in the following terms :—

“The Port shall commence at the eastern termination of the
 “Port of Liverpool, that is to say, at an imaginary straight line
 “across the River Mersey from Dungeon Point on the Lancashire
 “shore to Ince Ferry on the Cheshire shore, and shall include the
 “River Mersey above the said line, and the River Irwell, so far as
 “the same are navigable, and the River Weaver to Frodsham
 “Bridge, and shall include the Manchester Ship Canal, from the
 “entrance thereof at Eastham, in the County of Chester (where it
 “touches the Port of Liverpool), to Hunt's Bank, in the City and
 “Parish of Manchester, with all channels, havens, streams, creeks,
 “cuts, and docks within the limits aforesaid.”

It will thus be seen the Port of Manchester includes the Ship Canal, Rivers Mersey and Irwell above Ince Ferry and Dungeon Point, and the River Weaver up to Frodsham Bridge. (See map at frontispiece.)

LIMITS OF JURISDICTION.

Article 10 of the Order constituting this Authority defines the Limits of Jurisdiction as follows :—

“The Jurisdiction of the said Port Sanitary Authority shall
 “extend to the whole of the said Port of Manchester, together with
 “the water of the said Port, and the place or places for the time
 “being appointed for the mooring or anchoring of ships for the said
 “Port, under any regulations for the prevention of the spread of
 “diseases issued under the authority of the statutes in that behalf,
 “and for the purposes of any such regulations as aforesaid shall
 “also extend to any ship which in pursuance thereof, or of any
 “directions given thereunder, shall be moored or anchored at the
 “place appointed thereunder as aforesaid, or which shall be on its
 “way thither.”

SANITARY DISTRICTS ABUTTING ON THE SHIP CANAL.

(Vide map at frontispiece.)

SANITARY DISTRICT.	Area in Acres.	Popula- tion, 1891.	Rateable Value, 1894.
1. The City of Manchester	12,911	505,368	£ 2,810,005
2. The County Borough of Salford	5,171	198,139	821,851
3. The Borough of Eccles	2,008	29,633	118,300
4. The Urban District of Stretford	3,255	21,751	113,224
5. The Rural District of Barton-upon-Irwell	6,856	7,159	64,521
6. The Urban District of Irlam.....	4,529	4,653	15,930
7. The Rural District of Altrincham.....	62,307	29,245	237,465
8. The Urban District of Lymm	4,375	4,995	18,459
9. The Rural District of Warrington.....	23,681	12,783	105,563
10. The Rural District of Runcorn.....	45,923	22,467	168,921
11. The Urban District of Runcorn	1,179	20,050	58,000
12. The Rural District of Chester	35,377	10,824	103,116
13. The Rural District of Wirral.....	36,626	18,251	69,062

The above table is taken from the Local Government Board Reports and Papers on the Port and Riparian Sanitary Survey of England and Wales, 1893-94.

POPULATION.

In addition to the number of sailors on the various ships there is a considerable, but varying, number of workmen within the Port who may be brought directly into contact with any case of sickness or infected merchandise coming by vessel.

The following particulars have been kindly furnished by Mr. A. H. Whitworth, Secretary of the Ship Canal Company :—

The number of workmen employed on and about the Ship Canal and Docks varies considerably according to the quantity of traffic, but the following may be taken as a fairly approximate average	... ..	4,000
The Bridgewater Department of the Ship Canal Company employs at Runcorn about	... ..	1,200
And at the various depôts in Manchester	... ..	850
The Shropshire Union Railways and Canal Company employ at Ellesmere Port...	... ..	530
The Manchester Ship Canal Pontoons and Dry Docks Company employ at Mode Wheel and Ellesmere Port about	... ..	200

There are other employers of labour along the Ship Canal, such as—

The Manchester and Salford Corporations...	} <i>Mode Wheel.</i>
The Liverpool Storage Company	
The Bagnall Oil Company	
The Colonial Consignment and Distributing Company	
The Anglo-Caucasian Oil Company	<i>Eccles.</i>
The Manchester Patent Fuel Company	<i>Barton.</i>
The Co-operative Wholesale Society	<i>Irlam.</i>
Messrs. Richard Evans & Company	<i>Acton Grange.</i>
The United Alkali Company	<i>Old Quay, Runcorn.</i>

And others.

SANITARY INSPECTION OF SHIPS.

The Inspector visits the ships in the different parts of the Port, and makes a daily report to the Medical Officer.

The following is a specimen of a page of his pocket book, a portion being torn off and given to the master of the ship in most of the cases where a visit is made. If any defects are found particulars are filled in. If no notice is taken of this a notice in compliance with the Public Health Acts is served. As a rule the masters carry out any suggested alterations, and in no case has it been necessary to seek the aid of the magistrates.

SPECIMEN OF SANITARY INSPECTOR'S NOTE BOOK.

<i>Name of Ship</i>		<i>Date</i>	
Master's Name....		Lighting	
Nationality		Condit'n of W.C.'s.	
Where from		State of Bilge	
Condition		Drainage	
Ventilation		Leakages	
Water		No. of Crew	
Iron Lined		Overcrowding	
Dilapidations		Disease on Arrival	
Inspected at		Sickness on Voy'ge	
		Subjoined Notice }	
		served	

MANCHESTER PORT SANITARY AUTHORITY.

NOTICE.**To the Master or Officer in Charge of Ship.**

If you have any case of **Infectious Disease**, such as Small Pox, Typhoid or Enteric Fever, Typhus Fever, Scarlet Fever (Scarlatina), Diphtheria, or Erysipelas on board, or if you have had any such case during the voyage you are **at once** to give notice thereof to

THE MEDICAL OFFICER OF HEALTH,

42, WELLINGTON ROAD,

ECCLES.

Telegrams—"Crocker, Eccles." Telephone No. 32 Eccles.

The Port of Manchester includes the Ship Canal, Docks, &c., from Eastham to Hunt's Bank, the Mersey above Ince Ferry and Dungeon Point, and the River Weaver as far as Frodsham Bridge.

A Master failing to report is liable to a heavy penalty.

MANCHESTER PORT SANITARY AUTHORITY.

18

SIR,

Having ascertained that certain insanitary conditions exist on the S....., I beg to draw your attention to the matter, and to request that you have the undermentioned defects remedied with as little delay as possible.

I have the honour to be, Sir,

Your obedient servant,

Port Medical Officer of Health.

To

Defects in S.....

Port Sanitary Inspector.

The Sanitary Inspector can be seen at 81, New Park Road (near Salford Docks), at from 8 to 9 in the morning.

The various districts within the Port are visited by the Inspector, the visits usually being made as follows :—

Monday	...	...	Manchester district of Ship Canal.
Tuesday	...	...	Widnes, Weston Point, River Weaver.
Wednesday	...	...	Manchester.
Thursday	...	...	Runcorn.
Friday	...	...	Manchester.
Saturday	...	...	Do.
Monday	...	...	Do.
Tuesday	...	...	Do.
Wednesday	...	...	Eastham, Ellesmere Port.
Thursday	...	...	Manchester.
Friday	...	...	Runcorn.
Saturday	...	...	Manchester.

If a vessel from "foreign" arrives and remains at the lower part of the Port, the Inspector varies the above so as to visit it.

Among the points on which the Inspector is required to report are: the condition of the crews' quarters with regard to air space, ventilation, lighting, protection from weather, general cleanliness, and their proximity to water closets, paint lockers, etc., the source of supply and condition of drinking water, the means of storage and protection from contamination, the condition of bilges and bilge water, the efficiency of sanitary fittings.

If structural alterations are necessary, the Medical Officer visits the vessel. In addition to this, the Medical Officer makes inspections of vessels as to their general sanitary condition, and inspects any case of sickness brought to his notice, or where there is any suspicion that the case is of an infectious nature.

The following table shows the number and nationality of vessels inspected from January 1st to December 31st, 1898 :—

TABLE I.

Vessels inspected from January 1st to December 31st, 1898:—

British Steam Ships	...	...	...	...	594
„ Sailing „	...	...	...	...	532
Foreign Steam „	...	...	...	...	159
„ Sailing „	...	...	...	...	61
					<hr/>
	Total	...	...	...	1346
					<hr/>

TABLE 2.

The nationalities of the vessels were as follows, namely :—

[illegible]

Brought forward	1339
Belgian	3
Italian	3
Austrian	1
Total	<u>1346</u>
The number of visits were	1346
Revisits	122
Total	<u>1468</u>

TABLE 3.

The vessels inspected at the different places were as follows :—

Manchester, Salford, and Stretford (including Mode Wheel)	762
Runcorn and Weston Point	334
Ellesmere Port	111
Widnes	60
On the River Weaver	52
Eccles	7
Eastham	7
Partington	10
Weston Mersey Locks	2
Saltport	1
Total	<u>1346</u>

TABLE 4.

Defects or insanitary conditions were found on 263 vessels at the under-mentioned positions in the Port :—

Manchester, Salford, and Stretford	136
Runcorn and Weston Point	82
Widnes	11
Carried forward	229

Brought forward...	...	..	229
Ellesmere Port	...	...	17
Eccles	...	...	2
On the River Weaver	...	...	14
Eastham	...	...	1
Total	...	...	<u>263</u>

TABLE 5.

The nationalities of these ships were :-

British	...	...	...	...	...	...	228
Norwegian	...	...	...	...	...	...	17
German	...	...	...	...	...	...	8
Spanish	...	...	...	...	...	...	3
Belgian	...	...	...	...	...	...	3
Brazilian	...	...	...	...	...	...	2
Danish	...	...	...	...	...	...	1
Swedish	...	...	...	...	...	...	1
Total	...	...	...	...	...	...	<u>263</u>

TABLE 6.

The chief defective or insanitary conditions were as follows :—

Dirty forecastles, deck houses, or accumulation of filth about the decks	...	...	67
Painting or lime-washing required in crews' quarters	...	...	63
No sheathing over iron in crews' quarters	...	...	56
Defective port-lights leaking	...	...	25
Paints and oils in direct communication with fore-castle	...	...	16
Defective water-closets	...	...	16
Insufficient light in crews' quarters	...	...	14
Defective decks causing leakage	...	...	14
Broken and leaky dead-lights	...	...	13
Carried forward	...	...	<u>284</u>

Brought forward...	...	...	284
Deck flooring defective in crews' quarters...			12
Funnels to stoves, causing smoky forecastles			9
Defective ventilation			8
„ drainage			8
Accumulation of stagnant water in fore- castle			8
Defective soil-pipes			5
Dirty and foul fresh water casks			5
„ „ „ tanks			3
Condensed moisture forming on iron beams over bunks, causing damp bedding ...			3
Hawse-pipes leaky in forecastle... ..			3
Bilges foul			3
Dirty and foul coal peak			2
No lockers or cupboards for keeping food...			1
Communication between Captain's W.C. and pantry			1
Communication between W.C. and food locker			1
Bulkhead not tight between crew's quarters and cargo space			1
Paints and oils in direct communication with ship's provisions... ..			1
Chain-locker in foul and filthy condition ...			1
Stagnant water in bath-room giving off foul odour			1
Leakage from soil-pipe into forecastle ...			1
„ „ flange of stove-funnel into forecastle... ..			1
„ „ socket of fish-davit into fore- castle			1
„ „ flange of deck ventilator into forecastle... ..			1
Carried forward			364

Brought forward...	...	...	364
Flush-tank for W.C. leaky and out of order			1
An accumulation of dirt and filth on top of fore-peak tank	...	...	1
Total	...	...	<u>366</u>

CATTLE SHIPS.

For the proper supervision of the cleansing of cattle ships the Port Sanitary Authority considered it advisable that the Sanitary Inspector should be appointed an Inspector under the Diseases of Animals Acts (1894 and 1896), and such an appointment was made by the Manchester and Salford Authorities in July and June respectively, and the Cattle Plague Committee of the County Council of Lancashire are now considering the advisability of appointing him to act as such Inspector within the Urban District of Stretford.

In addition to the ships with cattle from Ireland, the following are particulars of ships which brought animals from "foreign":—

MONTREAL.					Cattle shipped.		
Steamer.					Beasts.	Sheep.	
Cynthiana	...	...	...	...	332	...	—
Parkmore	...	...	...	...	388	...	—
Straits of Menai	...	...	...	...	334	...	—
Queensmore	...	...	...	...	450	...	—
Cynthiana	...	...	...	...	400	...	151
Parkmore	...	...	...	...	388	...	—
Straits of Menai	...	...	...	...	225	...	—
Manchester Enterprise	...	...	...	...	370	...	56
Cynthiana	...	...	...	...	471	...	144
Manchester Trader	...	...	...	...	394	...	137
Straits of Menai	...	...	...	...	231	...	—
Manchester Enterprise	...	...	...	...	290	...	—
Manchester Trader	...	...	...	...	398	...	—

MONTREAL.—*Continued.*

Steamer.	Cattle shipped.					
	Beasts.			Sheep.		
Straits of Menai	224	...	—			
Cynthiana... ..	219	...	292			
Manchester Enterprlse	583	...	—			
Manchester Trader	300	...	565			

BOSTON.

Cynthiana	219	...	301
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BUENOS AYRES.

	Beasts.	Sheep.	Horses.
Endsleigh... ..	109	1,000	52

To prevent delay in loading such ships after discharging their cargoes, a copy of the following circular was given to the captains immediately a cattle ship arrived in the Port. Copies were also forwarded to shipowners, agents, and others.

“MANCHESTER PORT SANITARY AUTHORITY.

“TO THE OWNER, MASTER, OR PERSON IN CHARGE OF

“S.....

“SIR,

“Allow me to call your attention to the following particulars
 “extracted from the Foreign Animals Order of 1896, made by the
 “Board of Agriculture by virtue and in exercise of the powers in
 “them vested under the Diseases of Animals Acts 1894 and 1896.

“The Port Sanitary Inspector, H^y. ATKINSON, 81, New Park
 “Road (near Salford Docks), is an Inspector under the above
 “Acts.

“If you fail to carry out or observe any direction or require-
 “ment in accordance with the above-mentioned Order you will be
 “liable to the penalties as set forth in the said Acts.

“Yours truly,

“Port Medical Officer of Health.”

Extracts from Order of the Board of Agriculture (dated 8th December, 1896).—

CHAPTER 4.—DISINFECTION OF VESSELS, MOVEABLE GANGWAYS, AND OTHER APPARATUS USED FOR FOREIGN ANIMALS.

Vessels.

20.—(1.) Each compartment of a vessel shall, after the landing of foreign animals therefrom, and before any animal or cargo is placed in that compartment, be cleansed and disinfected as follows :

- (i.) All parts of the compartment with which any animal or its droppings have come in contact shall be scraped and swept ; then
- (ii.) The same parts shall be thoroughly washed or scrubbed or scoured with water ; then
- (iii.) The same parts shall have applied to them a coating of lime-wash ; except that
- (iv.) The application of lime-wash shall not be compulsory as regards such parts of the vessel as are used for passengers or the crew.
- (v.) All fittings, pens, hurdles, or utensils used for or about animals shall, if not removed from the vessel, be scraped, and then shall be thoroughly washed or scrubbed or scoured with water, and shall have applied to them a coat of lime-wash.

(2.) Each part of the vessel with which any animal or its droppings have come in contact, and all fittings, pens, hurdles, and utensils, used for or about animals, shall be cleansed and disinfected in accordance with the provisions of this Article before any other animal or cargo is allowed to come in contact therewith.

(3.) The scrapings and sweepings of the vessel shall not be landed unless and until they have been well mixed with quicklime.

Moveable Gangways and other Apparatus.

21.—(1.) A moveable gangway, passage-way, cage, or other apparatus, used or intended for the loading or unloading of foreign animals on or from a vessel, or otherwise used in connexion with the transit of foreign animals, shall, so soon as practicable after being so used, be cleansed and disinfected as follows :

- (i.) The same shall be scraped and swept, and all dung, litter, and other matter shall be effectually removed therefrom ; then
- (ii.) The same shall be thoroughly washed or scrubbed or scoured with water ; then
- (iii.) The same shall have applied to them a coating of lime-wash.

(2.) The scrapings and sweepings, and all dung, litter, and other matter so removed shall forthwith be well mixed with quicklime, and be effectually removed from contact with animals.

Application of this Chapter.

22.—This Chapter shall not apply in relation to foreign animals that have not been and are not intended to be landed at a Foreign Animals Wharf.

CHAPTER 5.—DISINFECTION OF VESSELS, MOVEABLE GANGWAYS, AND OTHER APPARATUS USED FOR HORSES, ASSES, OR MULES.

23.—(1.) The provisions of Article 20 of the preceding Chapter shall, subject as hereinafter provided, apply to a vessel from which foreign

horses, asses, or mules, are landed, in all respects as if horses, asses, and mules were animals within the meaning of that Chapter.

(2.) Provided that in the case of a horse, ass, or mule being carried in a horse-box, it shall be sufficient if such horse-box be cleansed and disinfected as follows :—

- (a.) The floor of the horse-box and all other parts thereof with which the droppings of the horse, ass, or mule have come in contact shall be scraped and swept, and the scrapings and sweepings, and all dung, sawdust, fodder, litter, and other matter shall be effectually removed therefrom, and
- (b.) The sides of the horse-box and all other parts thereof with which the head or any discharge from the mouth or nostrils of the horse, ass, or mule has come in contact shall be thoroughly washed with water by means of a sponge, brush, or other instrument.

CHAPTER 6.—PROTECTION OF ANIMALS.

Provisions as to Vessels carrying Foreign Animals.

24.—The provisions of this Chapter shall apply in the case of every vessel in or on which foreign animals intended to be landed at a Foreign Animals Wharf are carried to a port or place in Great Britain.

(Parts of Vessel to be used.)

- (i.) Animals shall not be carried on more than three decks.
- (ii.) Animals shall not be carried on any hatch above a compartment where other animals are carried.
- (iii.) Animals shall not be carried in any part of the vessel where, in ordinary course of navigation, they would interfere with the proper management or ventilation of the vessel, or with the efficient working of the boats.

(Pens and Fittings of Vessels.)

- (iv.) The animals shall be carried in pens.
- (v.) No pen shall exceed ten feet in length and nine feet in breadth, and the stanchions of each pen shall be securely fastened to the deck by means of iron sockets or otherwise, and the materials used in the construction of the pens shall be of a substantial character, and of sufficient strength to withstand the action of the weather, and to resist the weight of the animals thrown against them.
- (vi.) Ship's fittings likely to cause injury or unnecessary suffering to animals shall be properly and securely fenced off.
- (vii.) The floor of each pen shall, in order to prevent slipping, be fitted with suitable battens or other proper footholds which shall be securely fastened to the deck by angle iron plates or otherwise, and shall be strewn with a proper quantity of sand or other suitable substance.
- (viii.) Animals while on board a vessel shall be protected against injury or unnecessary suffering from undue exposure to the weather.

(Space for Animals.)

- (ix.) Sufficient space shall be allotted in every pen to enable the animals therein to properly feed and rest during the voyage.

(Overcrowding.)

(x.) The vessel shall not be overcrowded in any part or pen so as to cause injury or unnecessary suffering to the animals therein.

(Passage-Ways.)

(xi.) Between every two rows of animals, and in front of every single row of animals, there shall be a passage-way of a minimum width of one foot and six inches, which passage-way shall be kept free of obstruction.

(Ventilation.)

(xii.) All parts of the vessel on which animals are carried shall be sufficiently and suitably ventilated. All such parts if below deck shall, in addition to any ventilation obtained by means of the hatchways, be provided with sufficient and suitable ventilators for the removal of foul air and for the admission of a proper supply of fresh air to all the animals carried.

(Light.)

(xiii.) Arrangements shall be made for the provision at all times of adequate light for the proper tending of the animals.

(Food and Water.)

(xiv.) When animals are carried on a vessel for a voyage which on an average takes more than eighteen hours, they shall be provided while on board with a sufficient amount of food and water, and proper accommodation shall be provided on board for the stowage of food so that the same shall not be unduly exposed to the weather at sea.

(Securing of Cattle.)

(xv.) All cattle while being carried on a vessel shall be securely tied by the head and so as to stand athwartships.

(Approaches, Gangways, and other Apparatus.)

(xvi.) Approaches, gangways, passage-ways, cages, and other apparatus used for the landing of animals from a vessel shall be so constructed that injury or unnecessary suffering shall not be caused to the animals.

(Attendance.)

(xvii.) The vessel shall in addition to the ordinary crew, carry a sufficient number of qualified attendants to properly tend the animals; and every consignment of cattle shall be in charge of a responsible foreman, who shall have under him competent assistants numbering with himself one for every twenty-five head of cattle; and proper and suitable accommodation for all these persons shall be provided.

(Injured Animals.)

(xviii.) If any animal on board a vessel has a limb broken, or is otherwise seriously injured, the master of the vessel shall forthwith cause that animal to be slaughtered unless he is satisfied that it can be kept alive and led away without cruelty.

(Shorn Sheep.)

(xix.) From each first day of November to the next following thirtieth day of April (both days inclusive), shorn sheep shall not be carried on deck, except where they were last shorn more than sixty days before being so carried.

SICKNESS.

There have been more cases of sickness brought to the notice of the Medical Officer during the year 1898 than during 1897, viz, 65 for 1898 as compared with 16 for 1897.

The absence of ships from any port infected with cholera has lessened the anxiety and inspections necessary under such circumstances, but the possible introduction of other infectious diseases, especially small-pox, by ships coming from Russia, the Mediterranean, and other infected ports, is a point to which the Port Sanitary Authority has given serious attention.

Small-pox.—On February 15th the s.s. Kotka entered the Ship Canal with a case of small-pox on board. A telephone message was sent to Eastham that no one was to board or leave the vessel on the journey up, excepting the Medical Officer, who joined the ship at Partington, and vaccinated every one on board. Upon arrival at Salford the patient was removed to Mode Wheel, and as, owing to his occupation as carpenter, he had been all over the ship since he began to be ill, the whole of the interior of the ship was disinfected by the Disinfecting Staff of the Salford Corporation.

One of the sailors was found with a temperature of 101° F; he was removed to an observation ward at Mode Wheel, but was discharged after some days as he had no evidence of small-pox. The carpenter suffered severely from the complaint, but eventually recovered and was discharged from hospital after being in for 51 days.

Of the 21 people vaccinated none developed the disease. The disease was probably contracted at Reville, Russia. The ship was there for 20 days, leaving there January 26th, arriving in London February 6th, and leaving there February 11th. The patient felt ill before leaving London, but did not report himself until after the boat sailed for Manchester.

Suspected Case of Small-pox.—As a result of a letter received from the Medical Officer of Greenock, concerning the boatswain of the s.s. Engineer, the following particulars were obtained upon the boat's arrival here on August 22nd:—The vessel left Garston for Cette (Mediterranean) on July 1st, arriving there July 11th; left Cette July 16th, arriving at Manchester July 29th when the man was paid off, and went to his home at

Cadoxton, in Wales, joining the vessel again on August 4th. Upon the arrival of the boat at Greenock, August 16th, the boatswain learnt that his child in Wales has been removed to hospital the previous day suffering from small-pox. His clothes and the cabin were disinfected immediately at Greenock.

It appears that when the vessel arrived at Manchester on July 29th, the captain stated that there was no sickness on board, but upon investigation it has since been found that on July 25th the boatswain felt ill, and on the 27th a rash came out on his face and body, but he did not go off duty. Previous to going to Wales he saw a chemist in Trafford Road, who told him the rash was probably due to hot weather and eating salt meat. No one else had been ill on board, and there were no signs of illness on the patient at the time the enquiry was made. The captain stated he noticed the rash but thought it was syphilis, and hence did not put the man on the sick list, or report it. The above particulars were forwarded to the Medical Officers of Health for Barry (Wales), Manchester, Salford, and Portsmouth, to which latter place the vessel sailed when she left this port.

Yellow Fever.—Six cases occurred on ships bound for this Port, but no case entered the Port. Particulars will be found on page 24.

Typhoid Fever.—Six cases occurred on ships bound for this Port, four of these being removed at Runcorn to the Infectious Diseases Hospital, remaining in from November 9th to December 15th.

Erysipelas.—One case occurred on a boat bound for this Port, but was removed at Copenhagen.

INFECTIOUS CASES REMOVED TO MODE WHEEL
(SALFORD) SMALL-POX HOSPITAL.

Date.	Initials.	Vessel.	Disease.	Result.	Time in Hospital.
Feb. 15	P. B.	s.s. Kotka ...	Small-pox ...	Recovered	51 days
„ 15	D. L.	Do. ...	Susp't'd Small-pox	Do.	12 „

REMOVED TO RUNCORN ISOLATION HOSPITAL.

Date.	Initials.	Vessel.	Disease.	Result.	Time in Hospital.
Nov. 9	M. L.	Barque Servia ...	Typhoid Fever ...	Recovered	37 days
„ 9	L. M.	Do. ..	Do. ...	Do.	Do.
„ 9	E. A.	Do. ...	Do. ...	Do.	Do.
„ 9	M. O.	Do. ...	Do. ...	Do.	Do.

Particulars of the 65 Cases of Sickness investigated by the Medical Officer throughout the year 1898, which occurred on vessels during the voyage to, or whilst within the Port of Manchester.

ZYMOTIC DISEASES.

Date, 1898.	Name of Vessel,	Where from.	Where inspected.	Nature of Sickness.	REMARKS.
Feb. 15	s.s. Kotka	Reville, <i>via</i> London.	Partington	Small-pox	Removed to Mode Wheel Hospital. All crew vaccinated.
Apr. 19	s.s. Strubo	New York	Salford	Yellow Fever (four cases)	Steward and fourth officer taken ill at Rio and removed to hospital, where the illness proved to be yellow fever; both patients died. On Feb. 19, all clothes and effects were taken ashore and disinfected at Rio, and on February 21, vessel was fumigated throughout. On February 28, whilst on passage from Rio to New York, the cook was laid up with the same disease, and died March 2nd. He was buried at sea. The captain, who attended the patient, contracted the disease, and was laid up until March 14. Upon arrival at New York, March 20, the ship was fumigated throughout and all effects disinfected. As some of the effects of the steward were on board on arrival here, they were removed by the Salford Authority and destroyed, in accordance with the request of the captain.
June 30	s.s. Hogarth	New York	Salford	Yellow Fever (two cases)	May 2, at Santos, Captain Black removed to hospital and died shortly afterwards of yellow fever. May 4, a fireman removed suffering from same disease. He has since recovered. Effects and ship disinfected. May 31, upon arrival at New York, vessel and effects disinfected.

ZYMOTIC DISEASES—*continued.*

Date. 1898.	Name of Vessel.	Where from.	Where inspected.	Nature of Sickness.	REMARKS.
Aug. 7	s.s. Ocean Prince	Liverpool	Salford	Typhoid Fever	Removed at Liverpool, but owing to short time in that port, the effects and cabin were disinfected upon arrival here.
” 22	s.s. Engineer	Cette	Salford	Small-pox	See page 21.
Oct. 7	s.s. Frutera	Liverpool	Manchester	Typhoid Fever (four cases)	Removed at Liverpool.
Nov. 9	Barque Servia	Mobile	Runcorn	Typhoid Fever (four cases)	Removed to Runcorn Isolation Hospital.
Dec. 31	s.s. Hildago	Copenhagen	Salford	Erysipelas	Removed at Copenhagen December 14, and vessel disinfected under directions of Medical Officer there.

OTHER DISEASES.

Date. 1898.	Name of Vessel.	Where from.	Where inspected.	Nature of Sickness.	REMARKS.
Jan. 3	s.s. Vemwin	Mobile	Salford	Malaria .....	.....
" 4	Barque Emily A. Davies.	Laguna	Trafford Wharf.	Paralysis .....	.....
" 14	s.s. Solon	Jamaica	Eastham	Tuberculosis .....	.....
" 19	Barque Spener	Laguna	Trafford Wharf.	Fractured Leg	This occurred at sea. Patient re- moved to Royal Infirmary upon arrival.
Feb. 12	s.s. Bellova	New York	Salford	Influenza .....	.....
" 15	s.s. Kotka	Reville	Do.	Febricula	This patient, owing to his feverish condition, was removed to an isolation ward at Mode Wheel, and vaccinated. Small-pox did not develop.
" 16	s.s. Arabia	Glasgow	Do.	Do. (two cases)	.....
Mar. 2	s.s. Express	Garston	Weston Point...	Influenza .....	.....
" 14	s.s. Ethiope	Mobile	Salford	Malaria .....	.....
" 14	s.s. Gena	New Orleans	Do.	Orchitis .....	.....
" 16	s.s. Cashmere	Sapello	Saltport	Accident from winch handle	Removed to Liverpool Hospital.
" 22	Barque Alvaro	Rio Grande	Ellesmere Port.	Syphilis (two cases..	.....
Apr. 2	s.s. Hispania	Glasgow	Salford	Tuberculosis	Third engineer died on voyage home from La Plata.

OTHER DISEASES—Continued.

Date. 1898.	Name of Vessel.	Where from.	Where inspected.	Nature of Sicknes.	REMARKS.
Apr. 15	Schooner Beatrice.....	Poole.....	Runcorn	Tuberculosis	Captain left ship for his home.
" 20	s.s. Vera	Newport News	Salford	Febricula .....	.....
" 26	s.s. Ocean Prince	Mediterranean	Do.	Dysentery ..	One of crew was taken ill when leaving Alexandria; he died after 14 days illness. Death certified by Medical Officer on board.
May 23	s.s. Cynthia.....	Montreal	Do.	Rheumatism .....	.....
June 9	s.s. Wordsworth.....	New York	Salford	Inflammation of lungs	Fireman, died at sea, June 4th. Certified by Medical Officer on board.
" 22	Barque Engine	Savannah	Runcorn	Rheumatism .....	.....
Aug. 5	s.s. Eva	Soraka	Salford	Pleurisy	Removed to Royal Infirmary.
" 25	s.s. Illtyd	Black Sea.....	Grain Silo.....	Dysentery (two cases)	.....
Sept. 7	s.s. Lindistarne	Mobile	Mode Wheel ...	Malaria (two cases).	All the crew had suffered during the voyage.
Oct. 7	s.s. Frutera	Liverpool	Manchester	Febricula .....	.....
" 8	Barque Hans	Corinto	Trafford Wharf.	Beri beri (three cases)	Removed to Salford Royal Hospital
" 11	s.s. Bainbridge	Nicolaieff	Salford	Accident	Fireman, buried at sea.
" 11	Do.	Do.	Do.	Influenza .....	.....
" 12	Barque Nora	West Bay.....	Runcorn	Anaemia and debility (two cases)	.....
" 18	Schooner Albion.....	Dublin	Ellesmere Port..	Bronchitis	Captain suffering from this left the ship at Dublin.

OTHER DISEASES—Continued.

Date. 1898.	Name of Vessel.	Where from.	Where inspected.	Nature of Sickness.	REMARKS.
Nov. 11	s.s. Ethiope	New Orleans	Salford	Malaria (four cases).	Removed at New Orleans and ship fumigated there.
" 17	Barque Servia.....	Mobile	Runcorn	Febricula .....	.....
" 19	s.s. Neva	Liverpool	Manchester	Diarrhoea (two cases)	Left the ship at Liverpool.
" 22	s.s. Clan Cameron.....	Birkenhead	Salford	Febricula .....	.....
" 30	Barque Fristad	Savannah	Eastham	Debility (two cases).	Paid off at Eastham.
Dec. 5	s.s. Framfield	New Orleans	Salford	Malaria.....	Removed to Hospital at Las Palmas, September 23rd.
" 5	Do.	Do.	Do.	Accident	Removed to Hospital at New Orleans, October 25th.
" 9	Schooner Brodrene .....	.....	Eastham	Malaria.....	Removed to Workhouse.
" 28	Barque Servia.....	Mobile	Ellesmere Port..	Bursitis of knee .....	.....
" 29	Barque Else.....	Corrento	Trafford Wharf.	Scurvy	Patient recovering upon arrival.

MEASURES TAKEN TO PREVENT THE INTRODUCTION AND SPREAD OF INFECTIOUS DISEASES.

1. As to removal of certain infectious cases at Liverpool.
2. Arrangements for transmission of messages from different parts of the Port.
3. Arrangements with the Manchester Ship Canal Company for enquiries as to sickness on board any ship entering the Canal.
4. Arrangements for removal of infectious cases brought by Ships, or arising whilst in the Port.
5. Arrangements with certain Authorities for removal of cases, and treatment at their Hospitals. Also disinfection of bedding, ships, etc.
6. Short Description of the Hospitals. (See Map at Frontispiece.)
7. Arrangements as to Deputy Medical Officers in cases of emergency.
8. Infectious Diseases (Notification) Act, 1889.
9. Regulations by the Port Sanitary Authority for dealing with infectious cases, approved by the Local Government Board,
10. Regulations of the Local Government Board regarding cases of cholera, yellow fever, and plague.
11. Regular inspection of ships.
12. Miscellaneous.

1. *As to removal of certain infectious cases at Liverpool.*—The boarding station for H.M. Customs Officers for the ships bound to the Port of Manchester is at Liverpool.

Cholera, Yellow Fever, and Plague.—See Regulations made by Local Government Board, dated 30th August, 1897. (*Appendix II., page 43*).

Small-pox.—Arrangements have been made with the Liverpool Port Sanitary Authority to remove any case of small-pox to their Hospital from any ship bound for Manchester.

2. *Arrangement for Transmission of Messages.*—The Manchester Ship Canal Company has telephonic communication by private wires throughout the whole length of the Canal, as well as being connected with the National system at the Docks and Secretary's offices. Arrangements have been made by which messages can be sent from the various stations on the Canal to the Dock offices, and such messages will be immediately transmitted by the National Company's wire to the Medical Officer of Health, who is connected with this system. As regards that portion of the Port of Manchester outside the Manchester Ship Canal (Rivers Mersey and Weaver), practically there is nothing that enters this part of the Port from "foreign." With regard to the Weaver, ships must enter the Canal before they can go on this, and in every case enquiry is made as to any case of sickness on board. (See particulars under next section, 3.)

On the Mersey, as far as the Port of Manchester is concerned, Widnes is the only place where ships discharge or load, and these are only small coasting boats. When the tide is out there is no water, and the ships are lying on mud, hence it follows no big boats can come up into this part of the Port. Widnes is situated opposite Runcorn (connected by a bridge) hence a message can easily be sent from Runcorn by means of the Ship Canal's private wire or from Widnes by the National system at Widnes Call Office. At Warrington, on the Mersey, a 40-ton boat occasionally comes up, but the many times the Inspector and myself have been in that district we have not seen a ship there. Messages can be sent from Warrington by telegraph or telephone via Ship Canal or call office of the National Telephone Company.

3. *Arrangements with the Manchester Ship Canal Company for Enquiries as to Sickness.*—The Manchester Ship Canal Company has issued instructions to the Lock Masters at Eastham and other entrances into the Canal that *in every case* enquiry must be made as to whether there is, or has been during the voyage, any case of sickness on board, and if so, the probable nature. This information must be at once telephoned to the Dock offices and from thence telephoned to the Medical Officer.

4. *Removal of Infectious Cases.*—The Horse Ambulance of the Salford Corporation can be used for the removal of cases at the Manchester end of the Port, and if required will go as far as Warrington.

The Horse Ambulances of the Warrington, Runcorn, Wirrall, and Widnes Authorities can be sent for in the event of cases occurring within the Port in their respective neighbourhood.

5. *Arrangements with certain Authorities—*

Salford.—An annual subsidy and weekly charge per case is paid for the use of five beds in the Mode Wheel Small-pox Hospital or Ladywell Sanatorium for infectious diseases from *any part* of the Port of Manchester.

Warrington.—An arrangement has been made for the removal of infectious cases from boats in that neighbourhood to their Hospital.

Runcorn.—Any case of infectious disease at Runcorn or Weston Point can be removed to the hospital of this Authority.

Wirral District.—Any case on a ship destined only for Eastham or Ellesmere Port will be removed to the hospitals of this Authority.

Widnes.—Any case on a ship destined for Widnes or neighbourhood will be removed to the hospital of this Authority.

Arrangements and agreements as to terms have been entered into and made by resolutions by the above-mentioned Authorities and the Manchester Port Sanitary Authority.

Disinfection of Ships, Clothes, &c.—Arrangements have been made with the Salford Authority to send their Staff to disinfect the ships when necessary, and to remove bedding, clothing, &c., for disinfection in their steam disinfectors. In the event of this being required on ships at the lower part of the Port the Port Sanitary Inspector will disinfect the ships; any bedding, &c., will be removed to the Warrington or Widnes Authorities' disinfectors, if in that neighbourhood.

6. *Description of Hospitals.*

Liverpool.—Special Hospitals for small-pox and cholera, yellow fever and plague.

Salford.—The Mode Wheel Small-pox Hospital about two miles from the Salford docks. Well equipped and abundance of room.

Ladywell Sanatorium, near Eccles. Well equipped, two resident medical officers, good nursing staff, plenty of room for isolating all infectious cases.

Disinfectors on the Lyons principle.

Warrington.—The Isolation Hospital is situated on the north side of the Borough for all cases other than small-pox. Plans are now before the Local Government Board for a Small-pox Hospital, to be erected about two miles from the Borough Boundary.

Disinfectors: Lyons.

Runcorn.—About a mile above the town there is a small brick Isolation Hospital (two wards), and in close proximity are some sheds that were formerly used for small-pox. All in good condition.

Wirral Joint Hospital Board.—Isolation Hospital for all cases other than small-pox at Clatterbridge, Bebington.

Small-pox Hospital at Greasby.

Widnes.—Isolation hospital for typhoid fever, scarlet fever, and diphtheria, situated about one mile outside the town. Plans before Local Government Board for extension. Small-

pox shed on the same site, now closed. Contemplating building a Small-pox Hospital on another site.

7. *Deputy Medical Officers*.—Arrangements have been made with the Medical Officer of Health for Runcorn to act for the Port Medical Officer in case of emergency, and similar arrangements have been made with medical men at Warrington, Widnes, and Ellesmere Port.

8. *Infectious Diseases (Notification) Act, 1889*.—This Act was adopted by the Authority on April 1st, 1897.

9. *Regulations*.—See Appendix.

10. *Order of Local Government Board*.—See Appendix.

11. *Regular Inspection of Ships*.—See page 11.

12. *Miscellaneous*.—All foreign coming boats enter the Canal, and the majority come on to the Manchester end.

The places where ships discharge and load within the Port are:—Manchester, Salford, Stretford, Mode Wheel, Eccles, Barton, and Partington. All these places can be reached, if necessary, by means of the horse ambulance of the Salford Authority.

Runcorn, Runcorn Lay-by, and Weston Point (Runcorn Hospital).

Ellesmere Port (Wirral Joint Hospitals).

Widnes (Widnes Hospital).

If the agreement with Liverpool is continued, small-pox cases discovered on Manchester bound boats will be removed before arrival at the latter port. In the event of a case not being removed at Liverpool, or arising after a boat leaves that port, it must come at least as far as Latchford Locks before it can be removed by the Salford Authority, unless it occurs on a ship bound only for Eastham or Ellesmere Port.

SOME DEFECTS IN THE LEGAL POWERS OF PORT SANITARY AUTHORITIES.

Nuisances.—As regards these, it being necessary to bring the matter before the Authority before legal proceedings can be instituted, the delay which is bound to arise in such procedure, renders the law practically

useless. The ship in most instances will have left the Port before proceedings can be taken.

Sickness.—Upon perusal of the Regulations of the Port Sanitary Authority, it will be seen that failure to observe these on the part of a master of a ship renders him liable to a *maximum* penalty of two pounds (fixed by Statute). Any delay to a ship might entail wages to the crews which would greatly exceed this amount, hence there is an inducement for a captain upon arrival to withhold information as to there being sickness on board.

Again, upon taking proceedings before a magistrate, the captain, not being a medical man, naturally would plead ignorance as to the nature of the case, it would be extremely problematical, under such circumstances, whether a conviction would ensue or not.

During the year two cases of dysentery, a case of suspected small-pox (thought to be syphilis), and five cases of typhoid fever (thought to be malaria) have been accidentally brought to my notice. In no instance was it reported by the captain, and in each case I am convinced the captain was not aware of the serious nature of the complaint.

For the proper protection of a port and the surrounding districts it is evidently advisable that the law should be strengthened so as to make it compulsory that *every* case of sickness occurring on a ship during a voyage or whilst in port should, as soon as possible, be brought to the notice of the Port Sanitary Authority. The Medical Officer could then investigate matters, and, in most instances, arrive at a conclusion as to the nature of the sickness. Recognising this, the Manchester Port Sanitary Authority have issued the following letter, and sent it, together with a copy of Regulations, to most of the ship owners, agents, Consuls, &c., in the district:—

“ Manchester Port Sanitary Authority,
 “ 42, Wellington Road, Eccles,
 “ *Nr. Manchester,*

“189.....

“ Dear Sir,

“ I beg to enclose a copy of Regulations made by the above
 “ Authority and sanctioned by the Local Government Board.

“ The Port of Manchester includes the Ship Canal, Docks,
“ &c., from Eastham to Hunt’s Bank, the Mersey above Ince
“ Ferry and Dungeon Point, and the River Weaver as far as
“ Frodsham Bridge.

“ It is advisable that *every* case of sickness occurring on board
“ a ship within, or bound for this Port should be immediately
“ brought to my notice, when, as soon as possible, the case will be
“ medically examined free of cost to the ship owners.

“ Believe me, dear sir,

“ Yours truly,

“ J. H. CROCKER, M.D.,

“ Port Medical Officer.”

APPENDICES.

APPENDIX I.

PORT OF MANCHESTER.

REGULATIONS

MADE BY THE

PORT SANITARY AUTHORITY

FOR THE

PORT OF MANCHESTER,

ON THE 29TH DAY OF SEPTEMBER, 1898,

*(Pursuant to the Public Health Act 1875, Section 125),**For the removal to Hospital of persons brought within the District of such Authority by any ship or boat who are infected with a dangerous Infectious Disorder.*

I. In these Regulations the expression "The Port Sanitary Authority" means the Manchester Port Sanitary Authority; the expression "The District" means the Port of Manchester, as defined by the Lords Commissioners of Her Majesty's Treasury in their Order, constituting the said Port, dated the 18th day of December, 1893; the expression "Ship" includes a boat; the expression "Medical Officer of Health" includes any legally qualified Medical Practitioner, lawfully authorised to act on behalf of such Officer; and the expression "Dangerous Infectious Disorder" means any one of the following diseases:—

Small-pox.	Typhus Fever.
Diphtheria.	Typhoid or Enteric Fever
Membranous Croup.	Relapsing Fever.
Erysipelas.	Continued Fever.
Scarlatina or Scarlet Fever.	Puerperal Fever.

2. These Regulations shall remain in force until they are revoked by the Port Sanitary Authority, or until fresh Regulations, under Section 125 of the Public Health Act 1875, are made by the Port Sanitary Authority, and approved of by the Local Government Board.

3. Every Master or other person having charge of a ship *arriving in the district* with any person on board, whether a passenger or belonging to the ship's crew, suffering from a dangerous infectious disorder, shall cause such ship—

(a) If entering the district at Eastham, to stop at Eastham ; and

(b) If entering the district at any other point, to stop on arrival off her first place of discharge, unless such place of discharge be within the Manchester Ship Canal, in which case he shall cause such ship to stop off her point of entrance to the Canal.

He shall from such stopping place send notice, by telephone or telegraph, to the Medical Officer of Health of the Port Sanitary Authority, stationed at 42, Wellington Road, Eccles, that there is a person on board suffering from such a disorder, and stating the place of discharge in the district to which the vessel is bound.

4. The Master or other person in charge of the ship shall cause her to remain off the said place of discharge until the Medical Officer of Health has boarded her.

5. The Medical Officer of Health to whom notice is given as aforesaid, shall, as soon as practicable, visit the ship, and ascertain whether the person referred to in the notice is suffering from a dangerous infectious disorder, and if in the opinion of the Medical Officer of Health he is, and can properly be removed, and proper accommodation can be provided for him in some hospital to which the Port Sanitary Authority are entitled to remove patients,

the Master or other person having charge of the ship shall forthwith cause such person to be removed to such hospital, according to the directions of the Medical Officer of Health.

6. If any dangerous infectious disorder shall break out on board any ship arriving in the district, and after she has passed Eastham, the Master or other person having charge of such ship shall give immediate notice to the Medical Officer of Health of the Port Sanitary Authority, at his office at 42, Wellington Road, Eccles, that there is on board a person suffering from such a disorder, and if upon examination the Medical Officer of Health shall find that he is so suffering, the Master or other person in charge of such ship shall forthwith cause such person to be removed to a hospital to which the Port Sanitary Authority are entitled to remove patients, as directed by the Medical Officer of Health.

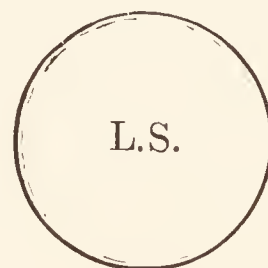
7. Every person who shall offend against any of the foregoing Regulations shall be liable for every such offence to a penalty of Forty Shillings.

Provided, nevertheless, that the Justices or Court before whom any complaint may be made, or any proceedings may be taken in respect of any such offence, may, if they think fit, adjudge the payment as a penalty of any sum less than the full amount of the penalty imposed by this Regulation.

The Seal of the MANCHESTER PORT SANITARY AUTHORITY was hereunto affixed this 29th day of September, 1898, in the presence of

WALTON SMITH, *Chairman.*

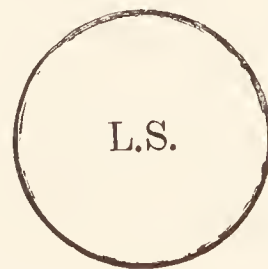
ARTHUR HOLMES, *Clerk.*



Approved by the LOCAL GOVERNMENT BOARD this 6th day of October, 1898.

HUGH OWEN, *Secretary.*

*Acting on behalf of the said Board under
the authority of their General Order,
dated the 26th day of May, 1877.*



NOTE.—Arrangements have been made with the Manchester Ship Canal Company by which, in the event of a case of infectious disorder occurring on board any ship in the Port of Manchester, a message to that effect can be sent at any time, day or night, to the Dock Offices, Manchester, by the private telephone wires of the Ship Canal Company. This message will be immediately transmitted to the Medical Officer of Health of the Port by telephone. The places on the Ship Canal from whence such message can be sent are Eastham, Weaver Sluices, Weston Mersey, Bridgewater Locks, Old Quay Locks, No Man's Land, Old Quay Swing Bridge, Moore Lane Swing Bridge, Stagg's Inn Swing Bridge, Northwich Road Swing Bridge, Knutsford Road Swing Bridge, Latchford Locks, Partington Coal Tips, Irlam Locks, Barton Locks, Barton Bridge, Mode Wheel Locks, and Dock Offices. Messages can be sent direct to the Medical Officer (32 Eccles) by the National Telephone Company's connections from the following places:—Eastham (19 Bromboro'); Saltport (121 Widnes); Ellesmere Port Pontoon (25 Bromboro'); Widnes Call Office, 13, Waterloo Road; Dock Offices and Secretary's Offices, Manchester.

APPENDIX II.

(30th August, 1897.)

REGULATIONS AS TO CHOLERA, YELLOW FEVER, AND PLAGUE.

PORT OF MANCHESTER.

LIVERPOOL
AND
MANCHESTER } PORT SANITARY AUTHORITIES.



TO THE MANCHESTER PORT SANITARY AUTHORITY ;—

TO THE LIVERPOOL PORT SANITARY AUTHORITY ;—

TO THE OFFICERS OF THE CUSTOMS OF THE PORTS OF MANCHESTER
AND LIVERPOOL ;—

TO THE MEDICAL OFFICERS OF HEALTH OF THE SAID PORT SANITARY
AUTHORITIES ;—

TO ALL MASTERS OF SHIPS ;—

TO ALL PILOTS ;—

AND TO ALL OTHERS WHOM IT MAY CONCERN.

WHEREAS by an Order dated the 4th day of September, 1896, which came into operation on the 1st day of December, 1896, We, the Local Government Board, constituted until the 31st day of March, 1899, unless before that date We otherwise prescribe, a Joint Board as the Port Sanitary Authority for the whole of the said Port of Manchester, such Joint Board to be termed “the Manchester Port Sanitary Authority” ;

And whereas by Section 1 of the Public Health Act, 1896, it is enacted that Regulations of the Local Government Board made in pursuance of Section 130 of the Public Health Act, 1875, or in pursuance of that Section, as extended to London by the Public Health (London) Act, 1891, may provide for such Regulations being enforced and executed by the Officers of Customs and the officers and men employed in the Coastguard as well as by other Authorities and Officers, and without prejudice to the generality of the powers conferred by those Sections may provide for—

- (a) the signals to be hoisted by vessels having any case of epidemic, endemic, or infectious disease on board ; and
- (b) the questions to be answered by masters, pilots, and other persons on board any vessel as to cases of such disease on board during the voyage or on the arrival of the vessel ; and
- (c) the detention of vessels and of persons on board vessels ; and
- (d) the duties to be performed in cases of such disease by masters, pilots, and other persons on board vessels : Provided that the regulations shall be subject to the consent,—
 - (a) so far as they apply to the officers of Customs, of the Commissioners of Her Majesty's Customs ; and
 - (b) so far as they apply to officers or men employed in the Coastguard, of the Admiralty ; and
 - (c) so far as they apply to signals, of the Board of Trade.

And whereas by a General Order dated the 9th day of November, 1896, We, in exercise of the powers conferred upon Us by the Public Health Act, 1875, the Public Health (London) Act, 1891, and the Public Health Act, 1896, prescribed certain rules and regulations with a view to the treatment of persons affected with Cholera, Yellow Fever, or Plague, and for the prevention of the spread of such diseases, and such rules and regulations are now in force within the Ports of Liverpool and Manchester ;

And whereas it is expedient that the said rules and regulations prescribed by the said Order dated the 9th day of November, 1896, should be revoked so far as regards the said Port of Manchester, and so far as

regards ships bound to the Port of Manchester and coming or being within the Port of Liverpool, and that other rules and regulations should be prescribed with regard to the Port of Manchester and ships bound to that Port and coming or being within the Port of Liverpool ;

And whereas the Commissioners of Her Majesty's Customs and the Board of Trade have respectively signified their consent to the Regulations herein-after set forth so far as they apply to the Officers of Customs and to signals :

NOW THEREFORE, in exercise of the powers before referred to, We hereby rescind, so far as regards the said Port of Manchester and ships bound to that Port and coming or being within the Port of Liverpool, the said Order dated the Ninth day of November, One thousand eight hundred and ninety-six, except in so far as it may apply to any proceedings now pending ; and We do, by this Our Order, and in exercise of the powers conferred on Us by the Public Health Act, 1875, and the Public Health Act, 1896, and every other power enabling Us in that behalf, make the following Regulations with regard to the said Port of Manchester and ships bound to that Port and coming or being within the Port of Liverpool, and Declare that they shall be enforced and executed by the Authorities and Officers herein-after mentioned :—

ARTICLE I.—In this Order—

The term “Ship” includes vessel or boat ;

The term “Officer of Customs” includes any person acting under the authority of the Commissioners of Her Majesty's Customs ;

The term “Master,” used in relation to a ship, includes the officer, pilot, or other person for the time being in charge or command of the ship ;

The term “Cholera” includes Choleraic Diarrhœa ;

The term “Local Authority” means any Council of a County Borough or any Urban or Rural District Council, and in the Administrative County of London any Sanitary Authority, as defined by the Public Health (London) Act, 1891 ;

The term “ Medical Officer of Health ” includes any duly qualified Medical Practitioner appointed or employed to act in the execution of this Order ;

The term “ Infected ” means infected with Cholera, Yellow Fever, or Plague : Provided that every ship shall be deemed infected in which there is or has been during the voyage, or during the stay of such ship in the port of departure or in a port in the course of such voyage, any case of Cholera, Yellow Fever, or Plague.

ARTICLE II.—With regard to ships bound to the Port of Manchester which are brought up for Customs purposes within the Port of Liverpool the following provisions shall have effect :—

- (1.) The Officer of Customs who, on the arrival of any such ship from foreign, shall visit the ship, shall ascertain, so far as possible, whether such ship is infected, and, if he have any reason to suspect that the ship is infected or has come from any infected place, shall require the Master of the Ship, or the Surgeon, if the ship carries a Surgeon, to give (in writing under his hand and in the form hereunto appended or in a form to the like effect) a true answer to the following question :—

Question.—Has any case or suspected case of
Cholera,
Yellow Fever, or
Plague

occurred in the ship _____ ,
of which you are _____ , during the
voyage from _____ , or during
the stay of the ship in that port or in any other port
in the course of the voyage?

Answer.—_____ cases or suspected cases of
occurred on board the _____ ,
during the voyage from _____ ,
[or during the stay of the ship in the port
of _____];

07-

No case or suspected case of Cholera, Yellow Fever, or Plague occurred on board the _____, during the voyage from _____, or during the stay of the ship in that port or in any other port in the course of the voyage.

Signed _____

Master [or Surgeon] of the

- (2.) The Officer of Customs who, on the arrival of any such ship from foreign, shall visit such ship, shall, if he find, or have reason to suspect, that the ship is infected, detain such ship, and order the Master forthwith to moor or anchor the same in such position as such Officer of Customs shall direct, and thereupon the Master shall forthwith moor or anchor the ship accordingly.
- (3.) The Officer of Customs detaining, under the provisions of subdivision (2) of this Article, any ship bound to the Port of Manchester, and ascertained by him to be infected, or which he may have reason to suspect of being infected, shall forthwith give notice thereof, and of the cause of such detention, to the Liverpool Port Sanitary Authority.
- (4.) Whilst such ship shall be so detained, no person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave the same.
- (5.) The detention of any such ship by the Officer of Customs shall cease so soon as the ship shall have been duly visited and examined by the Medical Officer of Health of the Liverpool Port Sanitary Authority, or if the ship shall, upon such examination, be found to be infected, as soon as the same shall have been moored or anchored in pursuance of Article VII. at the mooring station fixed by the Liverpool Port Sanitary Authority for the purposes of Our said Order dated the Ninth day of November, One thousand eight hundred and

n nety-six, and herein-after referred to as the Liverpool Mooring Station: Provided, that if the examination be not commenced wirhin twelve hours after notice given to the Liverpool Port Sanitary Authority as aforesaid, the ship shall, on the expiration of such period, be released from detention.

- (6.) The Liverpool Port Sanitary Authority, on notice of the detention of any such ship being given to them as aforesaid by the Officer of Customs under the provisions of subdivision (3) of this Article, shall forthwith cause the ship in regard to which such notice shall have been given to be visited and examined by their Medical Officer of Health for the purpose of ascertaining whether such ship is infected; and shall, at the same time, inform the Manchester Port Sanitary Authority of the detention of the ship.
- (7.) The Medical Officer of Health of the Liverpool Port Sanitary Authority shall visit and examine the ship mentioned in such notice; and if on such examination, or on visiting and examining any ship under Article III., he shall be of opinion that the ship is infected, he shall give a certificate in duplicate as required by Article IV., and shall give to Us information as to the arrival of the ship, and such other particulars as We may require.

ARTICLE III.—If the Medical Officer of Health of the Liverpool Port Sanitary Authority, as regards ships bound to the Port of Manchester, and coming or being within the Port of Liverpool, or the Medical Officer of Health of the Manchester Port Sanitary Authority as regards ships coming or being within the Port of Manchester, have reason to suspect that any such ship, whether examined by the Officer of Customs or not, is infected, he shall, or, if he have reason to suspect that the ship has come from an infected place, he may, visit and examine such ship for the purpose of ascertaining whether such ship is infected; and may make the like visit and examination in the case of any such ship which has come from an infected place. The Master of any such ship shall permit the same to be so visited and examined.

The Master of any such ship shall also, on being required so to do by the Medical Officer of Health of the Liverpool Port Sanitary Authority or of the Manchester Port Sanitary Authority as the case may be, cause the ship to be brought to, and, if necessary, moored or anchored in some convenient place while the same shall be visited and examined; but due regard shall be had to the safety of the ship and to the convenience of navigation.

ARTICLE IV.—If the Medical Officer of Health of the Liverpool Port Sanitary Authority on making such examination as aforesaid (whether under subdivision (6) of Article II., or under Article III., as the case may be) shall be of opinion that the ship is infected, he shall forthwith give a certificate in duplicate in the following Form, or to the like effect, and shall deliver one copy to the Master, and retain the other copy or transmit it to the Liverpool Port Sanitary Authority. He shall also inform the Manchester Port Sanitary Authority of the case by the speediest method available and shall give to Us information as to the arrival of the ship, and such other particulars as We may require.

Certificate.

day of _____, 189 ,

.....PORT SANITARY AUTHORITY.

I hereby certify that I have examined the ship _____,
of _____, now lying in the Port of _____ [or detained
at _____], and that I find that such ship is infected with
[Cholera, or Yellow Fever, or Plague].

Medical Officer of Health [or Medical Practitioner appointed
or employed by the Port Sanitary Authority].

ARTICLE V.—If the Medical Officer of Health of the Manchester Port Sanitary Authority, having visited and examined any ship under Article III., find the ship to be infected, and if such ship be not moored in or at any of the basins, docks, quays, or wharves within the jurisdiction of the Manchester Port Sanitary Authority, he shall give a certificate similar to that

prescribed by Article IV., and inform the Liverpool Port Sanitary Authority of the case by the speediest method available, and shall then remain on board such ship until the same has been moored or anchored at the Liverpool Mooring Station, or until the arrival on board of the Medical Officer of Health of the Liverpool Port Sanitary Authority. He shall also give to Us information as to the arrival of the ship, and such other particulars as We may require.

ARTICLE VI.—The Master of any ship certified in accordance with the provisions of Article V. by the Medical Officer of Health of the Manchester Port Sanitary Authority to be infected shall carry out the directions of the said Medical Officer of Health (not relating to matters of seamanship) as to the removal of the ship to and its mooring or anchoring at the Liverpool Mooring Station, and any other directions which such Medical Officer of Health may deem necessary to be given for the purpose of carrying into effect the provisions of Article V.

ARTICLE VII.—The following provisions shall apply to all ships certified as aforesaid by the Medical Officer of Health of the Liverpool Port Sanitary Authority, or by the Medical Officer of Health of the Manchester Port Sanitary Authority, to be infected :—

- (1.) The Master of any ship so certified to be infected shall thereupon moor or anchor such ship at the Liverpool Mooring Station, and such ship shall remain there until the requirements of this Order have been duly fulfilled.
- (2.) No person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave any such ship until the examination herein-after mentioned shall have been made.
- (3.) The Medical Officer of Health of the Liverpool Port Sanitary Authority shall, as soon as possible after any such ship has been certified to be infected, examine every person on board the same, and in the case of any person suffering from Cholera, Yellow Fever, or Plague, or from any illness which the Medical Officer suspects may prove to be Cholera, Yellow Fever, or Plague, shall certify accordingly.

- (4.) Every person certified by the Medical Officer of Health of the Liverpool Port Sanitary Authority to be suffering from Cholera, Yellow Fever, or Plague shall be removed, if his condition admit of it, to some hospital or other suitable place appointed for that purpose by the Liverpool Port Sanitary Authority; and no person so removed shall leave such hospital or place until the Medical Officer of Health shall have certified that such person is free from the said disease.

If any person so certified to be suffering from Cholera, Yellow Fever, or Plague cannot be removed, the ship shall remain subject, for the purposes of this Order, to the control of the Medical Officer of Health of the Liverpool Port Sanitary Authority; and such person shall not be removed from or leave the ship, except with the consent in writing of such Medical Officer of Health.

- (5.) Any person certified by the Medical Officer of Health of the Liverpool Port Sanitary Authority to be suffering from any illness which such Officer suspects may prove to be Cholera, Yellow Fever, or Plague, may either be detained on board the ship for any period not exceeding two days, or be taken to some hospital or other suitable place appointed for that purpose by the Liverpool Port Sanitary Authority, and detained there, for a like period, in order that it may be ascertained whether the illness is or is not Cholera, Yellow Fever, or Plague.

If any such person, while so detained, shall be certified by the Medical Officer of Health to be suffering from Cholera, Yellow Fever, or Plague, the provisions of subdivision (4) of this Article shall apply.

- (6.) No person on board such a ship as is mentioned in subdivision (3) of this Article who has not been certified as required by that subdivision shall be permitted to land unless he satisfy the Medical Officer of Health of the Liverpool Port Sanitary Authority as to his name, intended place of destination, and intended address at such place.

Such name, intended place or destination, and address shall forthwith be given by such Medical Officer of Health to the Clerk of the Liverpool Port Sanitary Authority, and such Clerk shall thereupon transmit the same to the Local Authority of the District in which such intended place of destination is situate.

Every such person who, within forty-eight hours after landing, shall arrive at any place of destination or address other than such place or address as aforesaid, shall forthwith upon such arrival notify in writing his place of destination and address to the Medical Officer of Health of the Liverpool Port Sanitary Authority, or to the Local Authority of the District in which such place is situate.

- (7.) The Medical Officer of Health of the Liverpool Port Sanitary Authority shall, in the case of every ship certified to be infected, give directions, and take such steps as may appear to him to be necessary, for preventing the spread of infection, and the Master of the said ship shall forthwith carry into execution such directions as shall be so given to him.
- (8.) In the event of any death from Cholera, Yellow Fever, or Plague taking place on board such ship while detained under subdivision (1) of this Article, the Master shall, as directed by the Liverpool Port Sanitary Authority or the Medical Officer of Health of the Liverpool Port Sanitary Authority, either cause the dead body to be taken out to sea, and committed to the deep, properly loaded to prevent its rising, or shall deliver it into the charge of the said Authority, who shall thereupon cause the same to be otherwise lawfully and properly disposed of.
- (9.) The Master shall cause the clothing and bedding and other articles of personal use likely to retain infection which have been used by any person who may have suffered from Cholera, Yellow Fever, or Plague on board such ship, or who, having left such ship, shall have suffered from Cholera, Yellow Fever,

or Plague during the stay of such ship in any port, to be disinfected or destroyed ; and if the Master shall have neglected to do so before the ship arrives in port, he shall forthwith, upon the direction of the Liverpool Port Sanitary Authority or the Medical Officer of Health of the Liverpool Port Sanitary Authority, cause the same to be disinfected or destroyed, as the case may require ; and if the said Master neglect to comply with such directions within a reasonable time, the Liverpool Port Sanitary Authority shall cause the same to be carried into execution.

- (10.) The Master shall cause the ship to be disinfected, and every article therein, other than those last described, which may probably be infected, to be disinfected or destroyed, according to the directions of the Medical Officer of Health of the Liverpool Port Sanitary Authority.

ARTICLE VIII.—Where a ship bound to the Port of Manchester is not ascertained, or certified to be infected, but has passengers on board who are in a filthy or otherwise unwholesome condition, or has come from a place infected with Cholera, Yellow Fever, or Plague, the Medical Officer of Health of the Liverpool Port Sanitary Authority, if the ship be within the Port of Liverpool, or the Medical Officer of Health of the Manchester Port Sanitary Authority, if the ship be within the Port of Manchester, may, if in his opinion it is desirable with a view to checking the introduction or spread of Cholera, Yellow Fever, or Plague, give a certificate in duplicate in the following form, or to the like effect, and shall deliver one to the Master, and retain the other or transmit it to the Port Sanitary Authority whose officer he is.

CERTIFICATE.

— day of , 189 .

.....PORT SANITARY AUTHORITY.

I hereby certify that I have examined the ship
from , now in the port of ,
and that such ship has passengers on board in a filthy or otherwise unwhole

some condition [*or* has come from an infected place], and that, in my opinion, it is desirable with a view to checking the introduction or spread of Cholera, Yellow Fever, or Plague, that the persons on board such ship should not be allowed to land unless they satisfy me as to their names, places of destination, and addresses at such places.

Signed

,

Medical Officer of Health (or Medical Practitioner appointed or employed by the Port Sanitary Authority).

ARTICLE IX.—When such certificate has been given, no person on board the ship shall leave or be allowed to leave the same unless he satisfy the Medical Officer of Health of the Liverpool Port Sanitary Authority, or of the Manchester Port Sanitary Authority, as the case may be, as to his name, intended place of destination, and intended address at such place ; and such name, intended place of destination, and address shall forthwith be given by the Medical Officer of Health of the Liverpool Port Sanitary Authority, or of the Manchester Port Sanitary Authority, as the case may be, to the Clerk to the Liverpool Port Sanitary Authority, or to the Clerk to the Manchester Port Sanitary Authority, as the case may be, and such Clerk shall thereupon transmit the same to the Local Authority of the District in which such intended place of destination is situate. Every such person who, within forty-eight hours after landing, shall arrive at any place of destination or address other than such place or address as aforesaid shall, forthwith upon such arrival, notify in writing his place of destination and address to the Medical Officer of Health of the Liverpool Port Sanitary Authority, or of the Manchester Port Sanitary Authority, as the case may be, or to the Local Authority of the District in which such place is situate.

ARTICLE X.—If, as regards ships bound to the Port of Manchester, the Medical Officer of Health of the Liverpool Port Sanitary Authority or the Medical Officer of Health of the Manchester Port Sanitary Authority, as the case may be, have reason to believe that any such ship coming or being within the jurisdiction of the Liverpool Port Sanitary Authority or of the Manchester Port Sanitary Authority, as the case may be, is infected, or has come from an infected place, he may direct all bilge water and water ballast to be pumped out in some suitable place before such ship enters any dock or basin ;

Provided that, in every case where there may be reasonable cause to apprehend that the ship may be endangered by the removal of the water ballast, the Medical Officer of Health of the Liverpool Port Sanitary Authority or of the Manchester Port Sanitary Authority, as the case may be, may cause any tank or other receptacle containing the water ballast to be sealed, and thenceforward, so long as the ship remains within the jurisdiction of the Liverpool Port Sanitary Authority or the Manchester Port Sanitary Authority, no person shall without the permission of the Medical Officer of Health break or remove such seal, or discharge or remove from such tank or receptacle any part of the water ballast.

On the Liverpool Port Sanitary Authority or the Manchester Port Sanitary Authority providing a proper supply of water for drinking and cooking purposes for persons on board any such ship, the Medical Officer of Health of the Liverpool Port Sanitary Authority or the Medical Officer of Health of the Manchester Port Sanitary Authority may direct all casks or tanks on board the ship containing water for the use of such persons to be emptied and cleansed, and the Master shall cause the said direction to be carried into effect.

ARTICLE XI.—As regards ships bound to the Port of Manchester, the Master of any such ship, or any other person, shall answer truly all such questions put to him by and give all such information to any Officer of Customs or Medical Officer of Health as may be necessary for any purpose of this Order ; and no person who is required in pursuance of this Order to give to the Medical Officer of Health or to notify to any Local Authority the name, and intended place of destination and address of such person shall knowingly give or notify a false or fictitious name, place of destination or address, or refuse or neglect to give or notify as aforesaid the true name, intended place of destination and address of such person.

ARTICLE XII.—The Manchester Port Sanitary Authority may appoint one or more legally qualified medical practitioners to act in the execution of this Order, either in place of or as an assistant or assistants to the Medical Officer of Health, and may pay such practitioner or practitioners reasonable remuneration for his or their services.

ARTICLE XIII.—The Liverpool Port Sanitary Authority shall, until We by Order otherwise direct, defray such costs as may reasonably be incurred by them as regards ships bound to the Port of Manchester, or in connection with the visitation, examination, and disinfection of such ships, the towage of such ships, the removal to, and the maintenance in the hospital provided by such Port Sanitary Authority of persons affected with Cholera, Yellow Fever, or Plague, and removed thereto from such ships, the disposal as provided by subdivision (8) of Article VII. of the bodies of persons dying from Cholera, Yellow Fever, or Plague, on board such ships and of persons removed therefrom to the said hospital, and such other incidental expenses as may be incurred by them in carrying out the provisions of this Order (including the remuneration of any person employed by them in respect of services rendered under the provisions of this Order as regards such ships) and shall from time to time render to the said Manchester Port Sanitary Authority particulars respecting any such costs incurred as aforesaid.

ARTICLE XIV.—The Manchester Port Sanitary Authority shall repay from time to time to the Liverpool Port Sanitary Authority the expenses incurred by them under the provisions of Article XIII., and any such expenses shall be deemed to be a debt due from the Manchester Port Sanitary Authority to the Liverpool Port Sanitary Authority, and may be recovered accordingly.

ARTICLE XV.—The Accounts of the Liverpool Port Sanitary Authority relating to such expenditure shall be open at all reasonable times, without payment, to inspection and transcription by any officer of the Manchester Port Sanitary Authority authorised by them for that purpose.

ARTICLE XVI.—If at any time any difference arises between the Liverpool Port Sanitary Authority and the Manchester Port Sanitary Authority respecting any matter arising out of the provisions of this Order, the same shall be referred to and be settled by Us.

ARTICLE XVII.—With regard to ships which have been moored in or at any of the basins, docks, quays, or wharves within the jurisdiction of the Manchester Port Sanitary Authority the following provisions shall have effect :—

- (1.) If the Medical Officer of Health of the Manchester Port Sanitary Authority have reason to believe that any such ship is infected, he shall visit and examine such ship for the purpose of ascertaining whether such ship is infected ; and the Master of such ship shall permit the same to be so visited and examined.
- (2.) If on making such examination the Medical Officer of Health of the Manchester Port Sanitary Authority shall be of opinion that the ship is infected, he shall forthwith give a certificate as required by Article V., and shall give to Us information as to the case ; and subdivisions (2) to (10), both inclusive, of Article VII. shall apply to such ship, and to the Master and the persons on board thereof, and to the Manchester Port Sanitary Authority and the Medical Officer of Health of the Manchester Port Sanitary Authority, as if in such subdivisions the words "Medical Officer of Health of the Manchester Port Sanitary Authority" were substituted for the words "Medical Officer of Health of the Liverpool Port Sanitary Authority," and the words "Manchester Port Sanitary Authority" for the words "Liverpool Port Sanitary Authority."
- (3.) The Manchester Port Sanitary Authority shall provide a proper supply of water for drinking and cooking purposes for persons on board any ship so certified, whereupon the Master of such ship shall cause all casks or tanks on board the ship containing water for the use of such persons to be emptied and cleansed.
- (4.) The Medical Officer of Health of the Manchester Port Sanitary Authority may, in the case of any ship certified as aforesaid, which shall not have commenced to discharge its cargo, give directions for its removal and towage to and its mooring or anchoring at the Liverpool Mooring Station, and after he shall have given such directions, he shall inform the Liverpool Port Sanitary Authority of the case by the speediest method available, and shall remain on board such ship until the same

has been moored or anchored at the Liverpool Mooring Station, or until the arrival on board of the Medical Officer of Health of the Liverpool Port Sanitary Authority. He shall also give to Us information as to the arrival of the ship, and such other particulars as We may require.

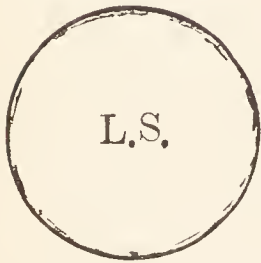
The Master of any ship certified as aforesaid shall carry out the directions of the said Medical Officer of Health of the Manchester Port Sanitary Authority (not relating to matters of seamanship) as to the removal of the ship to and its mooring or anchoring at the Liverpool Mooring Station, and any other directions which such Medical Officer of Health may deem necessary to be given for the purpose of carrying into effect the provisions of this Article, and in other respects, the Articles of this Order relating to ships not moored in or at any of the basins, docks, quays, or wharves within the jurisdiction of the Manchester Port Sanitary Authority shall apply to any ship certified as aforesaid under this Article.

ARTICLE XVIII.—The Master of every ship bound to the Port of Manchester and infected with Cholera, Yellow Fever, or Plague shall, when within three miles of the coast of any part of England or Wales, cause to be hoisted at the masthead, or where best seen, a large flag of yellow and black, borne quarterly, and shall keep the same displayed during the whole of the time between sunrise and sunset, and no person (other than an Officer of Customs or a person acting in the execution of this Order) shall leave such ship until after such visit of the Officer of Customs as is mentioned in Article II., or until after the visit of the Medical Officer of Health of the Liverpool Port Sanitary Authority or the Medical Officer of Health of the Manchester Port Sanitary Authority in pursuance of Article III.

ARTICLE XIX.—Nothing in this Order shall render liable to detention, disinfection, or destruction any article forming part of any mail (other than a parcel mail) conveyed under the authority of the Postmaster General, or of the postal administration of any Foreign Government, or shall prejudicially

affect the delivery in due course of any such mail (other than a parcel mail) to the Post Office in accordance with the provisions of the Post Office Acts.

Given under the Seal of Office of the Local Government Board, this Thirtieth day of August, in the year One thousand eight hundred and ninety-seven.



M. W. RIDLEY,

*One of the Ex-Officio Members of the
Local Government Board.*

S. B. PROVIS,
Assistant Secretary.

APPENDIX III.

SHIPPING INWARDS TO THE PORT OF MANCHESTER.

From JANUARY 1st to DECEMBER 31st 1898.

	MANCHESTER.		RUNCORN.		ELLESMERE PORT.		TOTALS.		
	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	No.	TONNAGE.	
FOREIGN ...	...							
	{ STEAMERS	754	647,417	119	43,290	37	15,261	910	705,968
	{ SAILING ...	24	11,243	68	43,294	12	3,500	104	58,037
TOTAL FOREIGN ...		778	658,660	187	86,584	49	18,761	1014	764,005
COASTWISE ...	...							
	{ STEAMERS	1459	385,815	1167	117,871	364	37,725	2990	541,411
	{ SAILING ...	183	15,387	1637	127,615	146	12,469	1966	155,471
TOTAL COASTWISE ...		1642	401,202	2804	245,486	510	50,194	4956	696,882

Kindly furnished by H. ELLIS, Esq., H.M. Collector of Customs, Manchester.